

SPECIAL NOTICES.

Grand Auction Sale

OF INSIDE PROPERTY AT ROANOKE.

The great industrial center of Virginia.

FRIDAY, OCTOBER 17, 1890.

Woodland Park,

Three blocks from the established business center of Roanoke, at the junction of the Norfolk and Western and Roanoke and Southern railroads, has been subdivided into lots, and will be sold at auction October 17. Scheduled prices will admit of from 100 to 300 per cent. profit to the purchasers in the immediate future. A large attendance of buyers is expected from all parts of the country. This sale will inaugurate the great fall activity in the Roanoke real estate market, and is the best opportunity ever offered for both quick turns and permanent investment. One of the most noted auctioneers in the country will officiate. Watch the newspapers for further announcements of this extraordinary sale. Woodland Park has long been held with the idea that the city would take it and make it a park in the center of Roanoke. We have purchased it and will sell it for business and residence purposes. It contains fifty twenty-five foot business lots on Campbell street, an established business street, with a thirty-foot alley, through which side tracks will be built to make available for wholesale and warehouse purposes; 100 fine residence lots on a beautiful wooded elevation overlooking Roanoke. It will all ultimately come into use for business, being only two or three minutes' walk from the corner of Jefferson street and Salem avenue. Enormous profits in the prices at which these lots will be offered.

Woodland Park Land Co.,

E. A. PARSONS, JAS. S. SIMMONS,
Secretary. President.
T. A. FRIERSON, Auctioneer.

A NOTABLE WEDDING.

Mr. J. M. Maupin Weds Miss Lillie Firey
at Greene Memorial Church.

A large number of young people gathered at the Greene Memorial church yesterday to witness the marriage of Miss Lillie Firey, a daughter of Rev. S. M. Firey, to Mr. J. M. Maupin, both of Roanoke. The church was elaborately decorated with autumn leaves and flowers, the most effective being a bell of white dahlias and a large rosebud as a tongue. Miss Firey is a member of the Rose Society of the Greene Memorial. The society testified its interest by being present in a body. Mrs. Bladen presided at the organ, as the preliminary strains were heard and the attendants entered, as follows: Mr. J. P. Coon, Mr. W. C. Maupin, Mr. John C. Wallace, Dr. Lewis Firey, Miss Annie Firey with Mr. Perkins, Miss Belle Maupin with Mr. Tillan. The bride was quietly dressed in a traveling suit of dark blue, and the bridesmaids wore tasteful brown costumes. Mr. and Mrs. Maupin left on the 10 a. m. train for Washington and other northern cities, to be absent more than a week. The groom is a prominent young business man of Roanoke, well known as a member of the James S. Simmons Company. May good fortune and success attend the happy pair.

ANOTHER INVESTMENT COMPANY.

The Salem-Buchanan Investment Company has headquarters in Roanoke. Judge Robertson granted a charter on the 8th instant to the Salem-Buchanan Investment Company. The purposes of the company are to buy lands and build upon and improve the same. The capital stock of the company is \$50,000, divided into shares of \$100 each, and Roanoke is to be the principal office. The company is not allowed to own more than 1,000 acres at any one time. Following are the officers and directors elected for the first year: President, B. L. Greider; vice-president, W. H. Pleasants; treasurer, H. M. Dickerson; secretary, R. S. Roberts; general manager, S. McLaughlin. Directors: B. L. Greider, W. H. Pleasants, S. McLaughlin, W. Budwell and Lucian Coker.

A New Loan Company.
The Interstate Building and Loan Association of Columbus, Ga., has organized a local board for Roanoke, with the following well-known citizens as officers and directors: W. P. Dupuy, president; E. E. Cole, secretary and treasurer; Scott & Dupuy, attorneys. Directors, C. C. Taliaferro, N. P. Foard, Leonard Clarke, Wm. H. Oliver, W. E. Eutsler, B. Y. Bandy and E. E. Cole. Messrs. Dupuy & Taliaferro have been appointed local agents. The Interstate is one of the largest and strongest associations in the South, and we predict a large business for the Roanoke branch, Oct. 10-11.

THE TIMES receives and prints daily five times as much telegraphic news as any other paper in Roanoke.

AN ADJOURNED MEETING HELD.

The City Council Passes on Several Important Matters.

The Roanoke and Southern Permit Granted, But Surrounded with Ample Safe-Guards—The Pay of the Police Raised—To Bid on the Bridge Approaches Again—No Action on the Street Railway Question.

At the adjourned meeting of the Council last night several matters of importance were settled. The Roanoke and Southern was granted the privilege of constructing its lines in the city limits; the pay of the police force was raised, and it was decided to advertise anew for bids for approaches to the overhead bridges.

The members present at the meeting were Messrs. Buckner, Graves, Skinner, Trout, Ruggles, Woodward and Huff, and Mr. Buckner was called to the chair.

On recommendation of the finance committee and mayor the pay of the police force was fixed as follows: The chief, \$70 per month; policemen in the service for six months, \$60; for less time, \$50; extra policemen, \$1.50 per day; foreman of the chain gang, \$2.25 per day.

Solicitor Miller reported an ordinance in regard to the Roanoke and Southern railroad, which was adopted, giving the privileges asked, on condition that the city does not surrender any of its chartered privileges not necessary for the construction of the road; that the road shall pave all the streets occupied by it, and one foot on each side of its tracks, with such pavement as on adjacent streets; that said railroad provide safe guards along excavations on the sides of streets or alleys made in the construction of its tracks as the Council may deem necessary; that the road be not allowed to interfere with the grades of any street except Elm, and that it be required to construct at its own expense bridge and approaches over its tracks on this street according to plans approved by the city engineer. The water and gas pipes of the gas and water company shall not be interfered with so as to make the city in any manner liable. If the road fails to comply with any of these conditions, and after thirty days' notice continues the non-observance, the mayor may impose a fine of \$100 per day so long as the company shall continue in default.

Solicitor Miller's opinion against the validity of the City Council's action to purchase material and construct the bridge approaches by day labor was concurred in by Capt. J. Allen Watts, Col. Penn, Mr. Robert E. Scott, and Mr. Staples, who, however, agreed with the solicitor that the city could make contracts for the material and have the work put together by day labor.

The bridge committee was accordingly instructed to readvertise for bids on the construction of the bridge approaches, the work to be paid for in monthly installments, the successful bidder to give \$10,000 bonds. The bridge engineer was also instructed to call for bids on an itemized statement of the material needed.

Mr. Skinner moved that the ordinance committee be instructed to draft an ordinance prohibiting the hitching of horses on business streets for longer than twenty minutes. The motion was lost, Messrs. Buckner, Skinner and Ruggles voting "aye," Messrs. Huff, Graves, Trout and Woodward voting "no."

The street committee failed to report in regard to the street railway matter. In reference to the proposition of Manager Christian in reference to Holliday street, Mr. Skinner stated that the city engineer had ascertained that the straightening of Holliday street would take a strip of land on the west side, about 75 feet in length, belonging to Messrs. C. O'Leary, Jos. H. Sands, of the Norfolk and Western, and other officials of the road. He stated also that these gentlemen had agreed to give this property for the straightening of the street on condition that the city bridge and wall Lick Run from Commonwealth to Shenandoah avenue, putting it in as good condition as Trout Run along Campbell street.

Manager Christian and Mr. Lynch appeared before the Council in regard to the street railway matters, but on motion of Mr. Skinner, action was deferred to an adjourned meeting to be held Saturday. Messrs. Buckner, Skinner and Sheehan were made a special committee to report on the subject.

NOTES OF THE MEETING.
The Council will attend the funeral of Mr. A. McD. Smith in a body to-day. The city engineer was directed to lay cement sidewalks on Church street where property holders have neglected the work, at their cost, with 10 per cent. added.

A petition for a sidewalk on Franklin road was referred to the street committee.

Everybody reads THE TIMES' "Want Column." If you have houses or rooms to rent, property or anything else to sell, put a small Ad. in THE TIMES, it will bring you calls.

Exchanging Crooks.
Joe Turner, charged with stealing two coops from the second market some time since was captured in Lynchburg, and was brought back last night by officers W. A. and J. H. Vest, who carried Ben Pendleton to the Hill City yesterday, where he was wanted to answer the charge of passing counterfeit money. Pendleton was arrested here yesterday morning on information from the authorities of Lynchburg.

At the Commercial Club.
The following visitors registered at the Commercial Club yesterday: C. M. Douglas, Ma. Thews Court House, J. A. Gleason, Cincinnati, O.; J. H. Bartlett, Roanoke, Va.; Wm. M. Yager, Roanoke; Charles F. Carpenter, Green County, Va.; C. H. Grasty, Baltimore.

THE BIGGEST YET.

Young Napoleon James S. Simmons Raises \$600,000 for Roanoke.

SUFFOLK, VA., Oct. 9.—[Special]—The biggest development ever known in the State of Virginia, to be made in Roanoke in the immediate future, was made known in Norfolk to-day.

Jas. S. Simmons, who has been absent in the North for the past two weeks, arrived this morning. During his absence he raised over \$600,000 in Philadelphia, Baltimore and Norfolk to the stock of the Roanoke Development Company. Thirteen hundred acres of land in the West End, on both sides of the river, are to be bought, and \$600,000 additional are to be used in securing new manufactories.

The project, at a safe estimate, will add at least 10,000 to Roanoke's population, as the company expect to secure at least \$3,000,000 of new manufactories.

C. T. GRANDY.
Ask the news stands and newsboys how the people like THE TIMES in its new form. Three times as many visitors read THE TIMES as read any other paper. That's a point for real estate advertisers.

THE PASSING OF JOANNA SMITH.

She Stole and Sold, and Lied and Hid. Then Opened the Door and Died.

Joanna Smith, the colored female who appropriated a bundle of goods belonging to Mrs. Dr. Johnson, of Botetourt, and whose trial was set for this morning, left the pastebord structure, known as the city calaboose sometime between 9 and 10 o'clock and the place that knew her once now knows her no more.

She raised the door of her cell off the hinges and put it back in position, and about 10 o'clock, when the guard went there to make an inspection, he found the bird had flown.

Joanna sold some of the goods in the bundle for \$9, and when arrested she wept profusely and persistently declared she was innocent. A search yesterday by the police showed that she had concealed \$6 of the \$9 in the front of her dress. When the search was made her modesty was terribly outraged, but when the money was found her countenance fell. She found weeping was no weapon against the stern officers of the law, and finding "the door ajar" she passed through to the other side, which will be heard from when she is caught and tried.

An Accident to the Newark.

PHILADELPHIA, Oct. 9.—[Special]—The new cruiser Newark, which left the Cramp's ship yard this morning on her initial trip, returned this afternoon with a section of her machinery broken. When the cruiser left her wharf she was set at a high rate of speed down the river. Just before she reached Wilmington an unusual jarring was noticed throughout the ship, and examination showed that the rocker shaft bearing on the forward engine was cracked. The injury was of such a serious nature that it was impossible to repair her with the means at hand, and the Cramps decided to return to the yard again.

Whose Is the Money?

NEW YORK, Oct. 9.—[Special]—James Haffey and Robert D. George, the two Alabamians who recently knocked the green goods men out of \$1,700 in this city, were arraigned in court to-day charged with carrying revolvers. Both pleaded guilty and were fined \$10 each, which they paid. The money found on them is lodged with the police property clerk. They said they would begin proceedings to get possession of it.

Then Erect It with Private Subscriptions.

BOSTON, Oct. 9.—[Special]—The following, signed by about ten thousand persons, was received to-day by the mayor: "The undersigned citizens of Boston most earnestly and emphatically protest against an appropriation of public funds for allowing the erection of any memorial in any public grounds or building in the city in honor of the late John Boyle O'Reilly, editor of the Boston Pilot and an indefatigable enemy of the public schools."

Revising the Confession.

PITTSBURG, Oct. 9.—[Special]—The committee working on the revision of the Presbyterian confession of faith is still at work. So far everything has been harmonious. The work, as far as it has progressed, has been on very conservative lines. The radical revisionists are held in check by the "antis," and thus those favoring conservative changes have the advantage.

Compare THE TIMES' news columns with those of any other paper published in a radius of 200 miles. If you want the news you cannot afford to be without it.

Colonel Popham to Locate in Roanoke.

During a recent visit to Washington Judge Claiborne, of this city, met Colonel John R. Popham, a well known Republican politician of this State, and learned from him that it was his intention to locate in Roanoke and practice his profession. Colonel Popham has held various State and Federal offices, and is a lawyer of ability and a fluent and forcible speaker.

T. R. Blanton's Brother.

Mr. S. M. Blanton a brother of T. R. Blanton, who was shot yesterday by H. B. Oliver, arrived in the city yesterday morning, and is a guest at Hotel Felix. The wounded man's condition is as favorable as could possibly be expected, and no fear of a serious result of the pistol shot is anticipated.

The reason why advertisers like THE TIMES is because their advertisements prove profitable.

THE STREET RAILWAY SUBJECT.

Mr. Eugene T. Lynch, Jr., States the Company's Side.

He Reviews at Length the Proposed Routes and Improvements—His Fears for Salem Avenue—A Defense of the T Rail and Tracks on the Side of the Suburban Streets—Able but One-Sided.

A TIMES reporter yesterday interviewed Mr. Eugene T. Lynch, consulting electrical engineer, who has charge of placing the electric system of street cars in Roanoke, about the objections raised to the plans of the Street Railway Company.

Speaking of Salem avenue, Mr. Lynch said: "It will seriously interfere with the plans to prohibit the construction of the line there. We propose to give Roanoke something in the way of rapid transit that she has not seen. There will be four separate systems on the south side of the Norfolk and Western—one running out Jefferson and returning on Commerce, with two cars; one out Campbell with two cars, and one out Salem with two cars."

"The dummy will be taken off the Vinton extension, and two electric cars put on, one leaving Jefferson street every twenty minutes. One car will be run on the extension in the northeast section. The line cars on the systems in the southwest section will pass over the tracks on Campbell and Salem, and passengers from all parts of the city will be constantly conveyed to the business center. If we are kept off of Salem it will be necessary to double track Campbell from Jefferson to Commerce."

"The business men on Salem don't seem to realize the benefits to be afforded by this thorough system of transportation that will take customers to their doors from all over the city. There is now a considerable amount of wagon travel on Salem avenue that is unnecessary. With an electric street railway it would be less crowded, and with properly constructed drays it would not interfere with merchants in the handling of their goods. If the railway does not go on Salem avenue it will lose its importance as the business center. The drift is already to Campbell and a street railway is all that will save it."

"What about the T rail?"
"That is the most satisfactory. The last lines laid in New York used the T rails. They are no obstruction if the streets are paved, and it is impossible to get any kind of track that will be satisfactory in every respect with the present condition of the streets. With the T rail the pavement can be laid along the outside of the tracks and level with the rails. The cobble-stone between the rails can be replaced with pavement with a crevice wide enough for the flanges of the car wheels. The T rails are laid on iron chairs, fastened to the ties, and are the most substantial."

"What is the advantage of running the tracks along the sides of resident streets?"

"To run in the center of the streets a line of posts will have to be planted on each side and supporting wires suspended across the streets from the posts, and wires conveying the current for propelling the cars extended over them. This is unsatisfactory, as the supporting wires are constantly charged with electricity and easily broken, as there is a heavy strain upon them. Two rows of posts with the cross wires are unsightly. With the tracks along the sides of the streets, only one row of posts will be necessary, and the wires will be suspended by brackets extending from the posts. The two lines of posts are cheaper than the single row with the brackets, but the latter is much more durable and satisfactory."

"The Street Railway Company realizes the fact that Roanoke is to be a city of importance and wants to put in the most substantial system of rapid transit. The Westinghouse system has been adopted, and it is conceded to be the best. The cars, when running at full speed, can be stopped and reversed within half their own length. The gearing is enclosed by an iron box, which is filled with grease, eliminating the noise of the motor."

Junior poles, which are the smoothest, and most lasting have been ordered from the swamps of North Carolina. All the material for the road has been ordered. As soon as the privileges of the company are settled work will be commenced. Mr. Lynch said that a large force of hands would be put to work, and the new system put in operation by the middle of December.

SEIZED THE CONSTITUTION.

The Atlanta Postal Authorities Seize the Anti-Lottery Law Very Severely.

ATLANTA, GA., Oct. 9.—[Special]—The postal authorities to-day seized the weekly edition of the Atlanta Constitution, which contained a prize distribution offer to its subscribers, to be settled by a Christmas drawing. About 100,000 papers got out before the seizure was made, but the Northern edition of 15,000 is detained.

The paper offered to give bond for any amount to cover any verdict which might be rendered, but the postal authorities were obdurate and refused to let the papers go through the mails. The objectionable feature consisted in an announcement that it would distribute prizes in its Christmas box, which feature the Constitution, like many other papers, has been running for years. The postal authorities claim that this violates the anti-lottery law.

Visit of the Carew with Put Off.

CONSTANTINOPLE, Oct. 9.—[Special]—The visit of the Carew with to the Sultan has been postponed until spring. The Greeks are jubilant, and attribute the postponement to the Czar's disapproval of the Porte's attitude toward the ecumenical patriarchate.

THE COMTE IN RICHMOND.

A Young Lady Rings in the "Bou langer March" on the Party.

RICHMOND, VA., Oct. 9.—[Special]—The Comte de Paris and party arrived here at 5 o'clock this afternoon, after a pleasant sail of ten hours up the James river from Fortress Monroe. There were very few other passengers on the steamer, and the officers showed the distinguished party every consideration. The Count spent nearly the entire time on the hurricane deck examining many historical points that lined the route. He was provided with a large map of the country, and frequently called the attention of the other members of his party that were familiar to him through his services with Gen. McClellan in the peninsular campaign.

During the afternoon he went into the steamer's saloon for a short chat. A young lady of Richmond sat at the piano playing a waltz, and when she had finished that piece she thought it would be a good thing to compliment the royal Frenchman with one of the patriotic airs of France. She knew but two, the "Marseillaise" and the "Bou langer March," and not being sufficiently conversant with the politics of the French republic to know which was appropriate she played both. As he listened to each with the same imperturbable manner, she was left entirely in ignorance as to which was the proper selection.

A large crowd greeted the steamer upon her arrival at Richmond, but there was no demonstration. The count and party were received by Col. Archer Anderson and Capt. Philip Haxall, representing Pittsburgh Lee, who was unable to be present, and were escorted in carriages to the Exchange Hotel, where a suite of apartments had been reserved for them.

Compare THE TIMES' news columns with those of any other paper published in a radius of 200 miles. If you want the news you cannot afford to be without it.

Against Tillman.

COLUMBIA, S. C., Oct. 9.—[Special]—The straight-out Democrats met here to-day and nominated a ticket against Tillman, as follows:

For governor, A. C. Haskel, of Richmond; lieutenant-governor, W. D. Johnson, of Marion; secretary of State, Edmund Harper, of Williamsburg; attorney-general, Joseph W. Barnwell, of Charleston; comptroller-general, Edmund Bacon, of Spartanburg; State treasurer, W. A. Ancrum, of Kershaw; adjutant inspector-general, R. N. Richmond, of Richland; superintendent of education, E. B. Ragsdale, of Fairfield.

TELEGRAPHIC FLASHES.

At the Rosario gold mines several miles from Mazatlan, Mexico, a terrible explosion occurred recently in which ten men were killed.

Fire in the Pittsburg Academy of Music yesterday morning did \$10,000 damage.

Roumanian corn merchants are failing rapidly owing to advance sales to English merchants, and subsequent advance in price.

Miners of the Monongahela district will demand an increase of half a cent per bushel this month. If the operators refuse a strike will ensue, which will effect six thousand miners.

The Secretary of the Treasury yesterday issued a circular stating that, until further notice, bonds of the 4 1/2 per cent. loan of 1891 will be redeemed with interest to August 31, 1891, on presentation.

The population of Brooklyn, as announced by the census bureau, is 804,377, an increase of 237,714, or 41.95 per cent.

The Flint and Lime Glass Manufacturers' Association have advanced prices nearly 5 per cent.

The Mohonk Lake Indian conference discussed the relations of churches to the Federal Government in Indian work yesterday. The contract school system brought out divided opinions.

The Count of Casa More died in Havana yesterday morning. He was the leader of the Conservative party in Cuba.

The section of the new tariff bill relative to the fortification of wines, with brandy free of tax, will be practically inoperative before December 1 because new stamps can not be secured until then.

General W. H. F. Lee, the Democratic nominee for Congress in the Eighth district, is quite confident of being elected by a good majority. General Lee recognizes the fact, though, that Mr. Hume, his Independent opponent, is making an earnest fight.

The will of Mr. John F. Allen, the retired tobaccoist, who died some months ago, was probated in the Richmond Chancery Court yesterday. His estate is valued at about \$60,000, and most of it goes to two sisters of deceased.

The non-union coal miners who took the places of strikers at Bull, New South Wales, were attacked yesterday by unionists, who drove the non-union men away and occupied the mines. The police were unable to cope with the strikers, and reinforcements have been sent to aid them in restoring order.

The men of war have reinforced the British squadron at Mozambique, the commander of the fleet says that as soon as the stern wheel gunboats are fitted together, he will proceed up the Zambezi river.

The schooner Finland, the last vessel to arrive at Victoria from Behring Sea, had 2,531 seal skins on board, the best catch of any Canadian vessel this season. The value of the skins is about \$18,000.

The race for Carew with stakes for three-year-olds and upwards, two miles, two furlongs and thirty-five yards, at Newmarket yesterday, was won by Prince Soltykoff's five-year-old bay horse, Shen. Twenty-two starters. The race for the Champion stakes won by Gen. Byrnes' four-year-old colt, Ampion.

FIGURING ON IMPROVEMENTS.

City Engineer Dunlap Makes Some Important Estimates.

Rudolph Hering Expected Here Monday to Study the Sewerage Problem—\$14.32 a Front Foot for the Paving of Salem Avenue—Other Streets can be Done for \$11.90 a Front Foot.

The finance committee of the City Council is considering the cost of the improvements for which it is proposed to issue bonds, and will report as soon as accurate estimates are made. The bonds are proposed to be issued for sewerage, street improvements, a city survey, improving and enlarging the jail and providing an electric fire alarm.

Mr. Rudolph Hering, one of the most eminent sanitary engineers in the country, is expected to arrive here next Monday to look over the ground and make recommendations for a system of sewerage. It will probably take him two or three weeks to make the necessary investigations and report. Councilman Skinner, who is also an engineer, has given the matter of the improvements needed much consideration, and said to a TIMES reporter yesterday that he thought the Finance Committee could secure the necessary information in time to report at the next regular monthly meeting of the Council.

City Engineer Dunlap has been making some estimates of the cost of the improvements needed, and said to the reporter that it would require about \$500,000 to pave and macadamize the principal streets, and to lay sewers in the thickly populated part of the city where they are now needed. "My idea about the sewerage construction," said Mr. Dunlap, "is that the work be pushed forward rapidly so as to relieve those parts of the city, where health is endangered by the want of proper sewerage, instead of taking several years to do the work."

Mr. Dunlap furnished the reporter the following estimates of the cost of street improvements, which he said is accurate, according to the present cost of material and construction:

Salem avenue, Belgian block or asphalt pavement, \$7.16 per front foot on each side. Mr. Dunlap says the paving of Salem avenue will cost more than other streets, because it is low.

Jefferson and other business streets, brick and Belgian block, \$5.95 per front foot on each side. Macadam for residential streets will cost \$2.50 per front foot on each side.

The streets that should be paved are Campbell, from Roanoke and Woodland Park, a distance of about 2,500 feet; Salem avenue from Roanoke street to Randolph, 2,000; Railroad avenue from Henry to Randolph, 1,500; Holiday from Campbell to Fifth avenue, 500; Randolph from Railroad avenue to Fifth avenue, 1,000; Jefferson from Railroad avenue to Bullitt, 1,900; Nelson from Railroad avenue to Fifth avenue, 1,000; Henry and Commerce from Railroad avenue to Fifth avenue, 1,000 feet each.

According to the estimate of City Engineer Dunlap, the cost of having the streets paved with Belgian block or asphalt would be about \$150,000.

A large part of the residential streets should be well macadamized, and it is safe to say that \$225,000 would put the streets in a passable condition, taking Mr. Dunlap's figures as a basis. The macadamizing referred to is not such as has been done already, but is composed of three layers of stone of different grade, the coarser being placed first and the other finer ones on top. The macadam is pressed with a very heavy roller, and, when properly laid, makes a smooth, hard street.

About the cost of the city survey Mr. Dunlap said that it is hard to make an estimate as the amount of work necessary cannot be ascertained until it is undertaken.

Aside from the sewerage, which is one of the principal improvements for which it is proposed to issue bonds, the other things specified will cost only a few thousand dollars. The improvements that will soon be absolute necessities cannot be made for much less than \$500,000, and the finance committee will hardly recommend a smaller amount.

Racing Yesterday.

WESTCHESTER PARK, Oct. 9.—[Special]—First race, mile and one-sixteenth—Eon won. Raceland second, Salvini third; time 1:58. Second race, three-fourths mile—Annie won, Michael second, L'Intinguante third; time 1:17 1/2. Third race, mile and one-fourth—Montague won, Lavina Belle second; time 2:19 1/2. Fourth race, Fashion stakes, three-fourths mile—La Toscana won. Cantatrice second, Fireworks third; time 1:17. Fifth race, Petonia stakes, mile and one-eighth—Can Can won. Reclaire second, Drudeus third; time 2:07. Sixth race, three-fourths mile, selling—Punster, Jr. won, Mamie B. second, Woodcutter third; time 1:18. Seventh race, five furlongs—Kingstock won, Syracuse second, Mascott third; time 1:03.

Playing into America's Hands.

VIENNA, Oct. 8.—[Special]—The Austrian and Hungarian ministers of finance and the directors of the Austro-Hungarian Bank held a conference yesterday to consider the financial situation resulting from the recent silver legislation by the United States. It is reported that the government has resolved to redeem the State paper to the amount of two hundred million florins, the money to be raised by a loan. The bank will be authorized to sell fifty million florins worth of silver coin and bullion. This action is not taken for some time, however.

The Weather To-day.

For Virginia: Warmer, fair weather, southerly winds.

THE TIMES offers its readers daily 50 per cent. more genuine news than any other paper in Roanoke.